

N.E. 152ND AVENUE

(NE Padden Parkway to NE 99th Street)

PRJ0000586/CRP301022

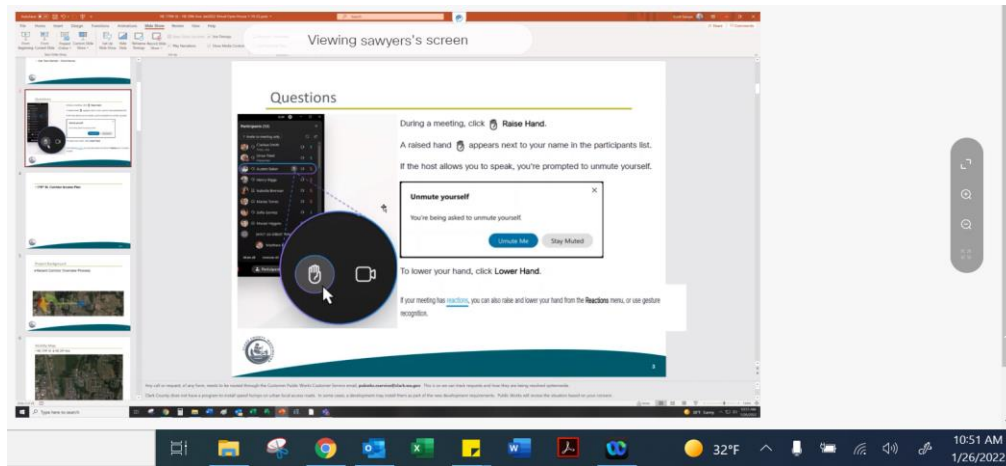
Virtual Open House

Troy Pierce, P.E., Project Manager

June 29, 2022, 5:00 – 6:00 pm

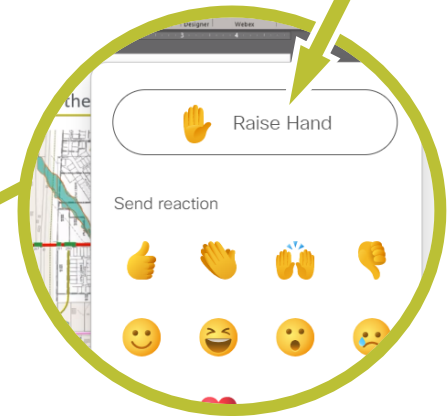


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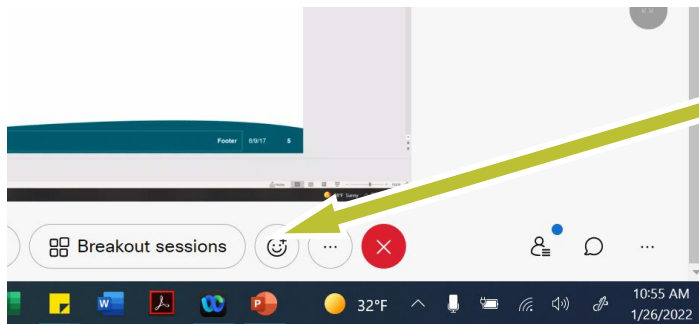


Scroll
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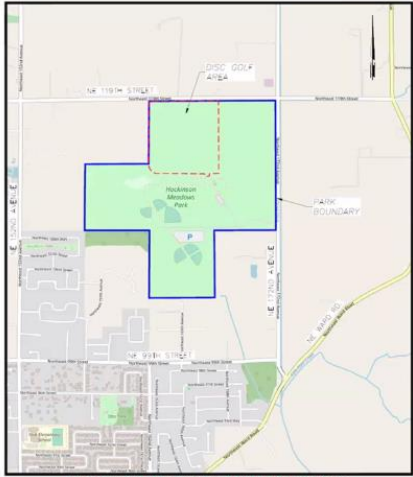


Using the desktop app

Viewing Troy Pierce's applica...

Project History

- **Two locations identified**
 - Frenchman's Bar Regional Park approved in December 2014
 - Intended to serve west Clark County
 - Fell through due to environmental issues
 - Hockinson Meadows Community Park approved in November 2016
 - The Parks Division worked with the disc golf community, the public and the Parks Advisory Board to identify Hockinson
 - Intended to serve central Clark County



HOCKINSON MEADOWS COMMUNITY PARK
DISC GOLF COURSE AND PEDESTRIAN BRIDGE
PROJECT NO. 405960

8/9/17 4

Click

Mute all

Mute Stop video Share



On a mobile device app

During a meeting, go to the people list , and then tap **Raise Hand**.

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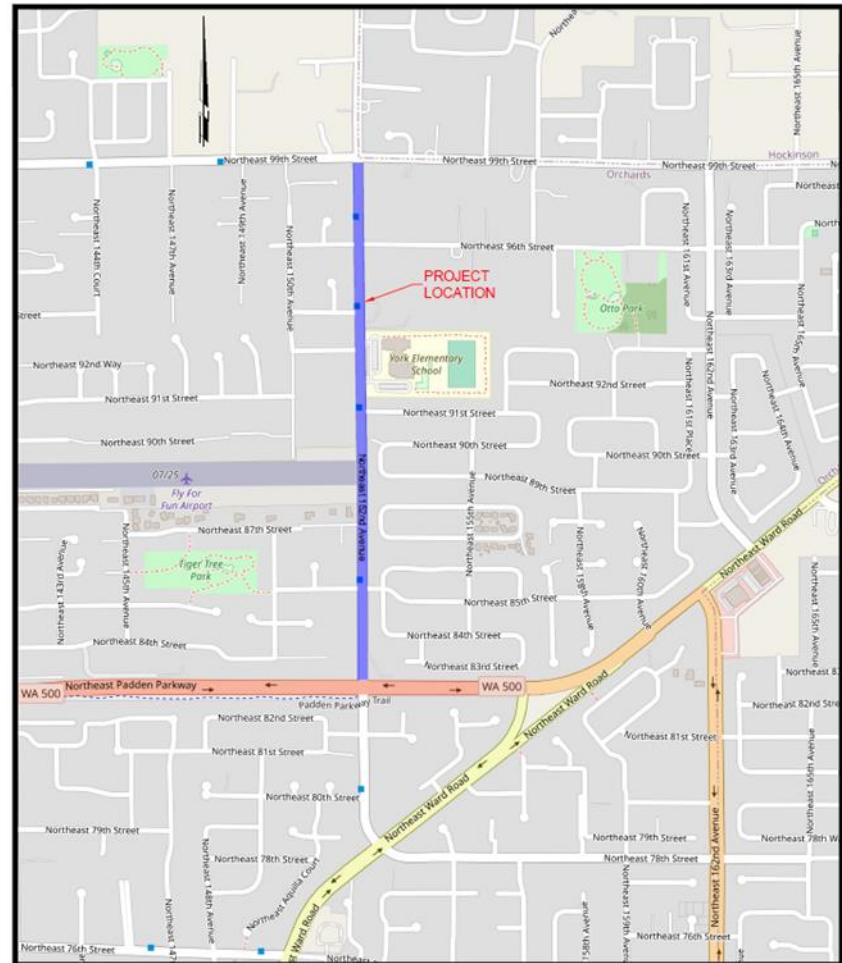
If the host allows you to speak, you're prompted to unmute yourself.

To lower your hand, go to the people list , and then tap **Lower Hand**.



- **Enhance:**

- Safety for all modes of transportation, especially at intersections and York Elementary School;
- Infrastructure conditions to meet current standards;
- Multi-modal access along the corridor and at the intersections;
- System reliability, transit access and freight movement;
- Network connectivity with this north/south connection between Padden Parkway/SR 500 and NE 99th Street



NE 152ND AVENUE
NE PADDEN PARKWAY TO NE 99TH STREET



- **Roadway classification: C-2b**

-
- The map displays a section of Everett, Washington, with a grid of streets. A blue vertical line indicates the project location, running from Northeast 99th Street to Northeast 76th Street. Key landmarks include York Elementary School (yellow box) and Padden Park (green area). Major roads shown are WA 500 (red line) and Northeast Ward Road (orange line). A red arrow points to the project location. Other labels include '07/25 Fly For Fun Airport' and 'Otto Park'.

Project Funding

- **Funding sources**

- Federal Funds - STPUL
 - Surface Transportation Program - Urban Block Grant
- State Funds – TIB
 - Transportation Improvement Board
 - Seeking funds; application in August
- Local Funds
 - Traffic Impact Fees
 - County Road Fund



Project Costs

- **Estimated Project Costs - \$9,100,000**
- **3 Phases**
 - Preliminary Engineering
 - Engineering – roadway, stormwater, geotechnical, traffic
 - Environmental – Documentation and permitting
 - Right-of-Way
 - Acquisition
 - Construction
 - Construction Contract
 - Construction Management

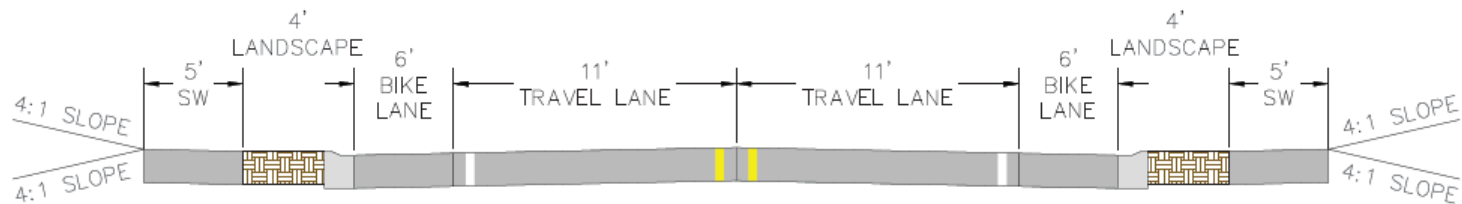


Project Details

- **Preliminary Engineering**

- Roadway

- Generally flat; very little change in the “vertical profile” of the roadway (rise and fall)
- Keeping curb, gutter and sidewalk in some locations
- Evaluating crown and slope of existing road against proposed crown



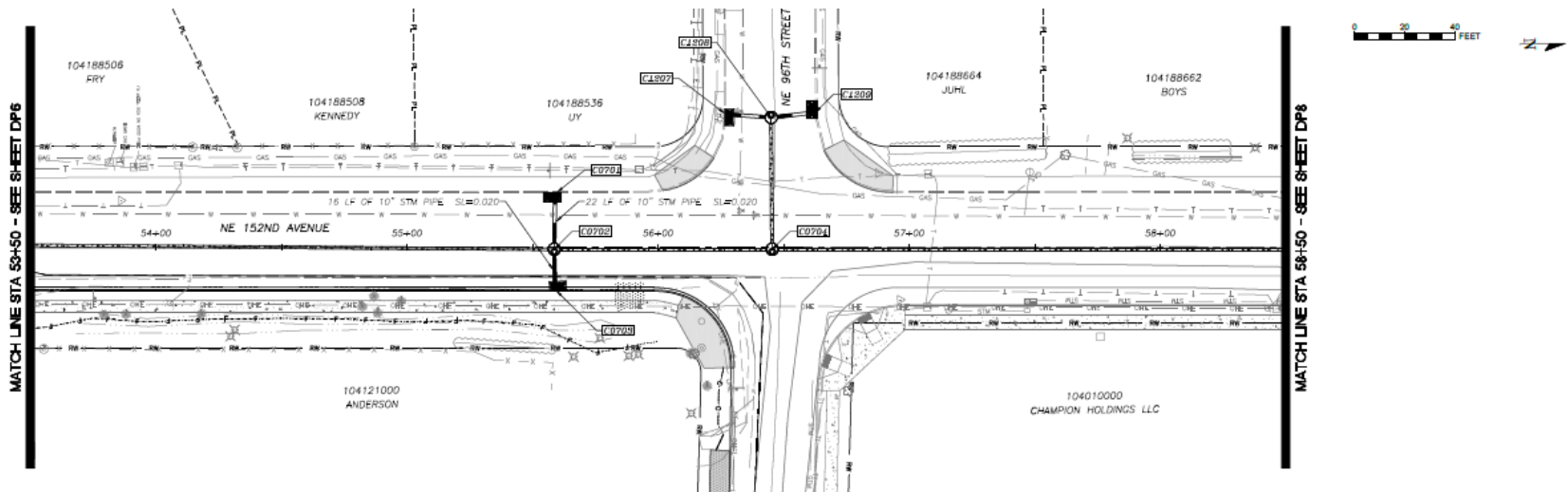
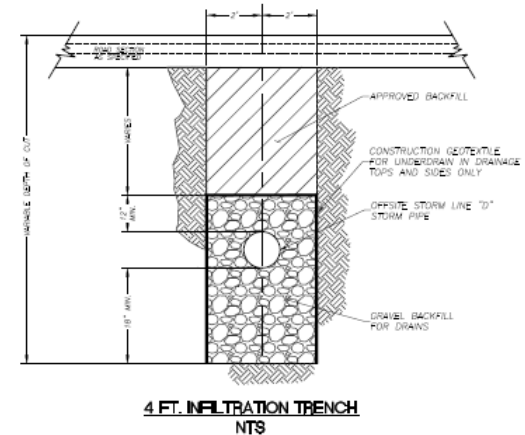
NE 152nd Ave Proposed Roadway Section

Project Details

• Preliminary Engineering

• Stormwater

- All infiltration; no runoff to streams
- Runoff treated (cleaned) in catch basin filters
- Runoff infiltrated in trench in roadway



Project Details

• Preliminary Engineering

• Geotechnical

- Geotechnical Report- Study of existing soil conditions to determine how well it will infiltrate (drain)
- Pavement Report- Study of existing pavement conditions and recommended improvements

Table 5-1: SUMMARY OF INFILTRATION TEST RESULTS

Boring Designation	Test Depth, feet	Soil Type	Fines Content, %	Measured Coefficient of Permeability, inches/hour
B-3	4 feet	Silty SAND, some gravel	12	4
B-5	4 feet	Gravelly SAND, some silt	11	4
B-7	4 feet	Sandy GRAVEL, some silt	11	6
B-8	4 feet	Sandy GRAVEL, some silt	10	6

Table 6-3: RECOMMENDED REHABILITATION AND RECONSTRUCTION LOCATIONS

Station		Treatment	Length, feet
Beginning	Ending		
14+60	18+40	Rehabilitation	380
18+40	19+50	Reconstruction	110
19+50	20+75	Rehabilitation	125
20+75	23+35	Reconstruction	260
23+35	25+30	Rehabilitation	195
25+30	26+35	Reconstruction	105
26+35	31+30	Rehabilitation	495
31+30	35+15	Reconstruction	385
35+15	35+60	Rehabilitation	45
35+60	36+25	Reconstruction	65
36+25	37+20	Rehabilitation	95
37+20	39+20	Reconstruction	200
39+20	43+15	Rehabilitation	395
43+15	43+65	Reconstruction	50
43+65	44+20	Rehabilitation	55
44+20	45+20	Reconstruction	100
45+20	48+45	Rehabilitation	325
48+45	49+25	Reconstruction	80
49+25	53+25	Rehabilitation	400
53+25	54+20	Reconstruction	95
54+20	56+15	Rehabilitation	195
56+15	59+50	Reconstruction	335
Total		Rehabilitation	2,705
Total		Reconstruction	1,785

Note: Station 10+00 = Centerline of NE 102nd Way.



Aerial Imagery Source: ESRI World Imagery WGS84 (Accessed June 2022)

LEGEND
 RECONSTRUCTION AREA
 REHABILITATION AREA



DRAFT

GRI CLARK COUNTY
 NE TOWN-WALK IMPROVEMENTS
 CLARK COUNTY, WA
 REHABILITATION AND
 RECONSTRUCTION AREAS
 JUN 2022 JOB NO WY320-A FIG. 2D

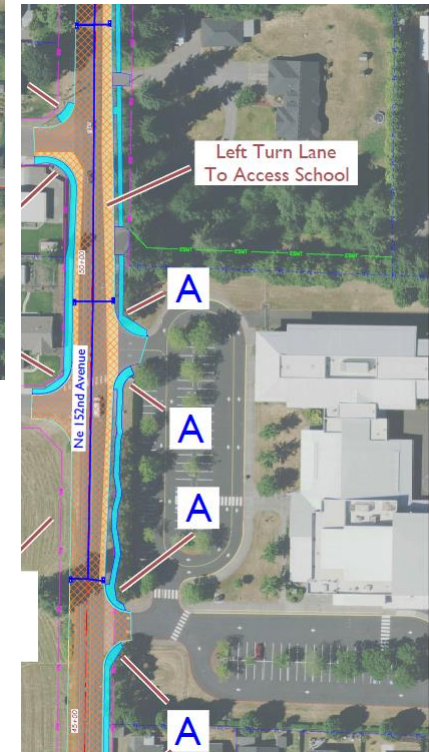


Project Details

- **Preliminary Engineering**

- Traffic

- Signing
- Striping
- Left-turn lane
- Pedestrian crossing
- Traffic signal



Project Details

- **Preliminary Engineering**

- Environmental

- Documentation/Permitting

- Cultural Resources

- Historic Resources

- Archaeological Survey

- NEPA – National Environmental Protection Act

- Endangered Species Act (ESA)

- SEPA – State Environmental Protection Act

- Critical Areas

- Wetland Protection

- Habitat Conservation



- **Preliminary Engineering**

- Environmental
 - Documentation/Permitting
 - Cultural Resources
 - Historic Resources
 - **Archaeological Survey**

Pedestrian Archaeology Survey

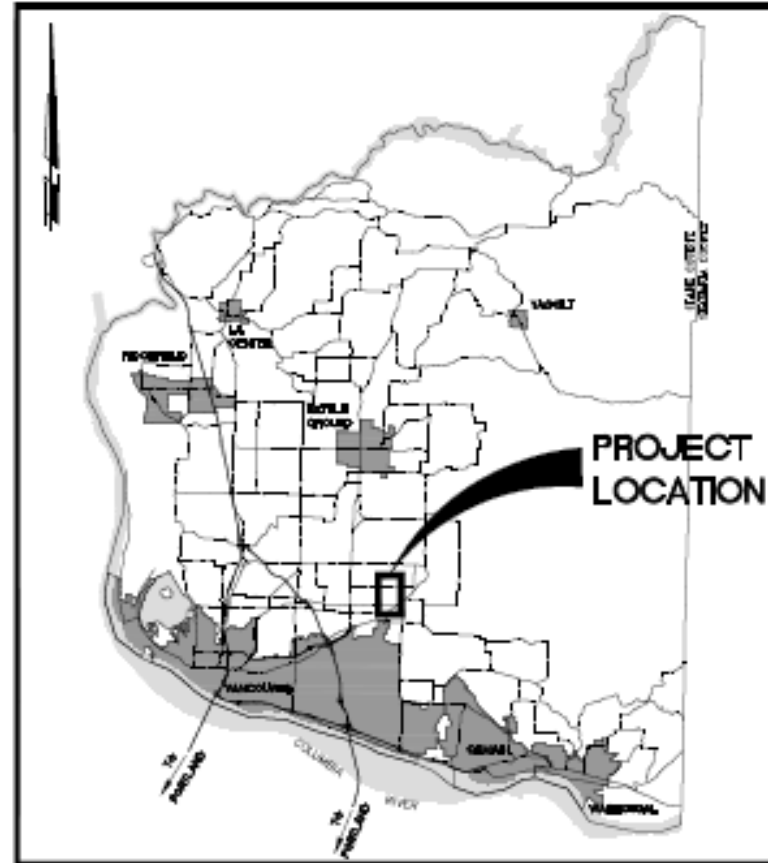
- Adjacent areas with open spaces or without constructed frontage most likely to be selected
- Shovel test pits completed
 - 20 in. diam at surface
 - 20 in. minimum depth
- Excavated soil screened and replaced and any findings logged



Project Details

- **Right-of-Way**

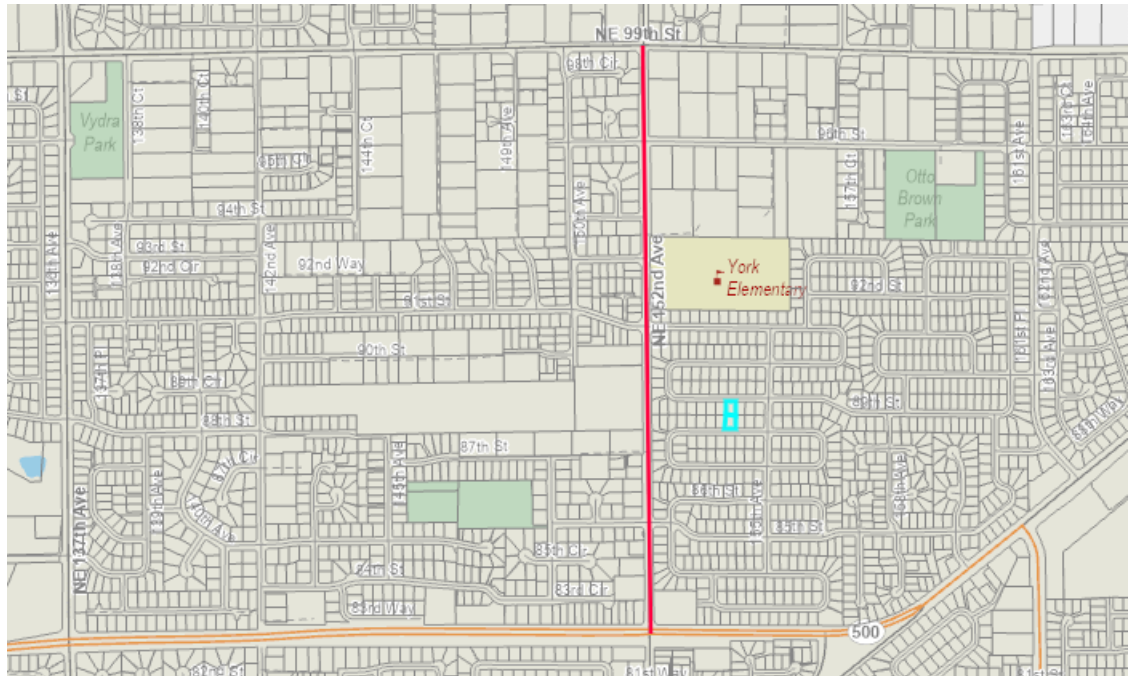
- Right-of-way plans
 - Prepared to reflect impact of project
 - Completed between 65% and 90%
- Appraisals
- Offers
- Acceptance
- Payment



Project Details

- **Construction**

- Currently intended to be constructed under traffic
 - Long-term detour with road closure not currently proposed
 - May reconsider as design advances (access, school)
 - Possible temporary detours with flaggers
 - Likely temporary closures (20 minutes) with flaggers



Project Details

- **Construction**

- Staging

- Open areas needed for construction contractor's equipment and materials
 - Difficult to find places along developed roads
 - County hopes to permit several potential options
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 - But ultimately up to property owner and contractor (3rd Party Agreement)
 - Interest?



Project Schedule (Tentative)

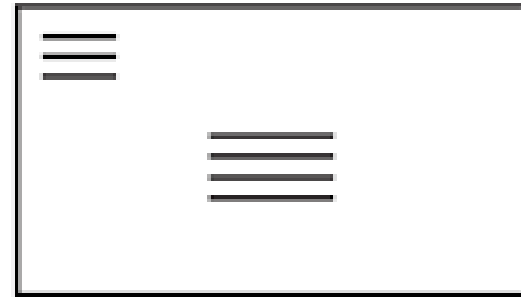
- **Open house – Jun 29, 2022**
- **Permit Plans – Aug 19, 2022**
 - Cultural Resource Investigation Letters
- **90% Plans – Dec 16, 2022**
 - Right-of-way plans
- **Right-of-way acquisition – Mar 2023–Mar 2024**
- **Potential second open house – Apr 2024**
- **Bid Opening – Oct 2024**
- **Construction – Apr 2025–Oct 2025**



Project Questions

- **Addresses**

- Administrative error that mixed names and parcel numbers with addresses
- Does not affect parcel data in county system (e.g., for taxing purposes)



- **Cut-through traffic on NE 150th Avenue**

- Can a flashing light crosswalk be installed?



Contact Information

- **Project Manager**

- Troy Pierce, P.E.
- troy.pierce@clark.wa.gov
- 564-397-4403

- **General Communications**

- pw.outreach@clark.wa.gov



Thank you!

Comments and questions

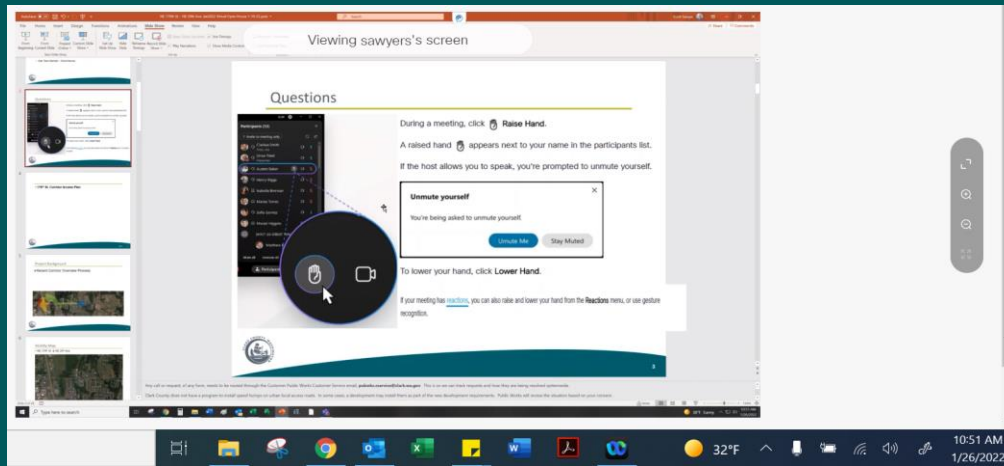
Clark County Public Service Center

1300 Franklin Street • PO Box 5000

Vancouver, WA 98666-5000

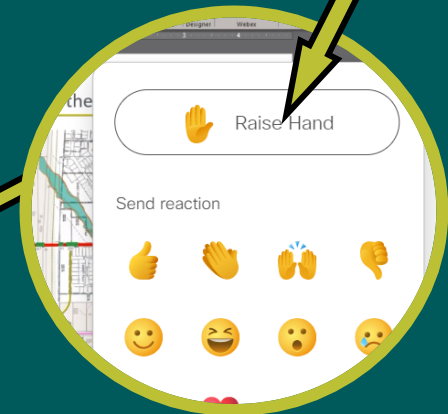


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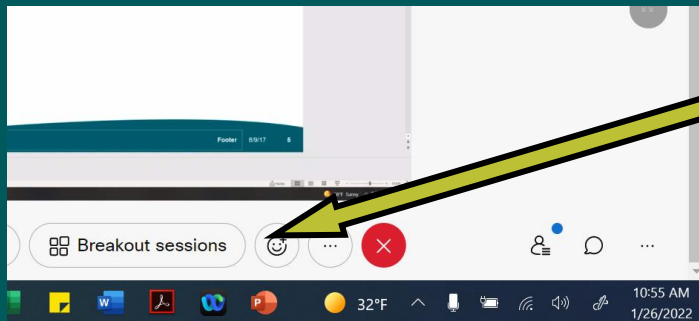


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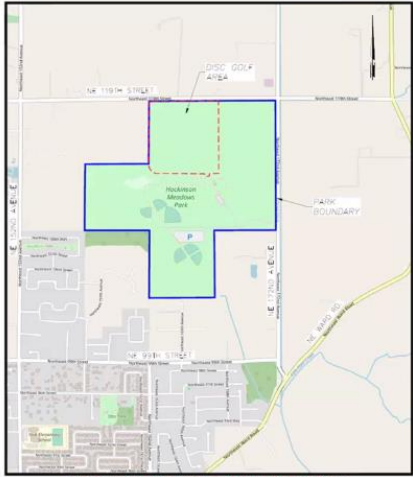


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DISC GOLF COURSE AND PEDESTRIAN BRIDGE
PROJECT NO. 405960



8/9/17 4

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More options

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Mute all



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